

THE
HONGKONG
WEEKLY.

ILLUSTRATED.

No. 13,786.

The China Mail.

ESTABLISHED 1845

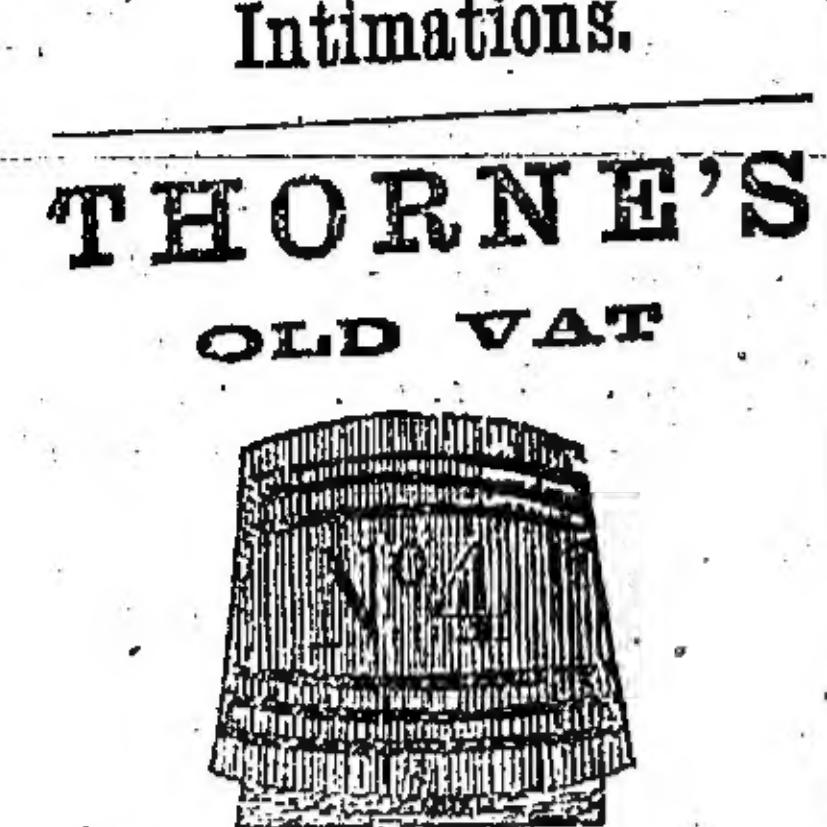
五月十六年七百九十一號

HONGKONG, SATURDAY, JUNE 15, 1907.

五月初六

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Of Highest Quality, Having Greatest
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Hongkong, May 1, 1907.

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109, Des Voeux Road Central.
GASOLINE LAMPS
AND
WELSBACK MANTLES.
Hongkong, June 14, 1907.

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FOR A SHORT SEASON
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THE BANDMANN
COMEDY CO.,

22 LONDON ARTISTS 22

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Successes for the First Time
in Hongkong—

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TUESDAY, JUNE 25:
LADY HUNTSWORTH'S
EXPERIMENT.

WEDNESDAY, JUNE 26:
TWO LITTLE VAGABONDS.

THURSDAY, JUNE 27:
LADY WINDERMERE'S FAN.

FRIDAY, JUNE 28:
THE PRIVATE SECRETARY.

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Plan now open at S. MOUTRE & Co.
Hongkong, June 13, 1907.

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MARVELLOUS

STORIES.
BY
CAPT. JOHN MARCHANT.

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MODERATE PRICES.
Cosmopolitan
Twice a Week on the Beach.
LAWN TENNIS.
EXCELLENT CUISINE AND WINES.
For Terms, apply to
F. OSTROW, Manager.
Hongkong, March 27, 1907.

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Hongkong, March 27, 1907.

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SEE WOO
TAILOR, DRAPER, AND
OUTFITTER.

HAS REMOVED to new premises, 14,

QUEEN'S ROAD CENTRAL.

Hongkong, January 20, 1907.

118

Business Notices.

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ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: NO. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO
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JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

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S.S. HONAN, 2,363 tons, Captain H. D. Jones.
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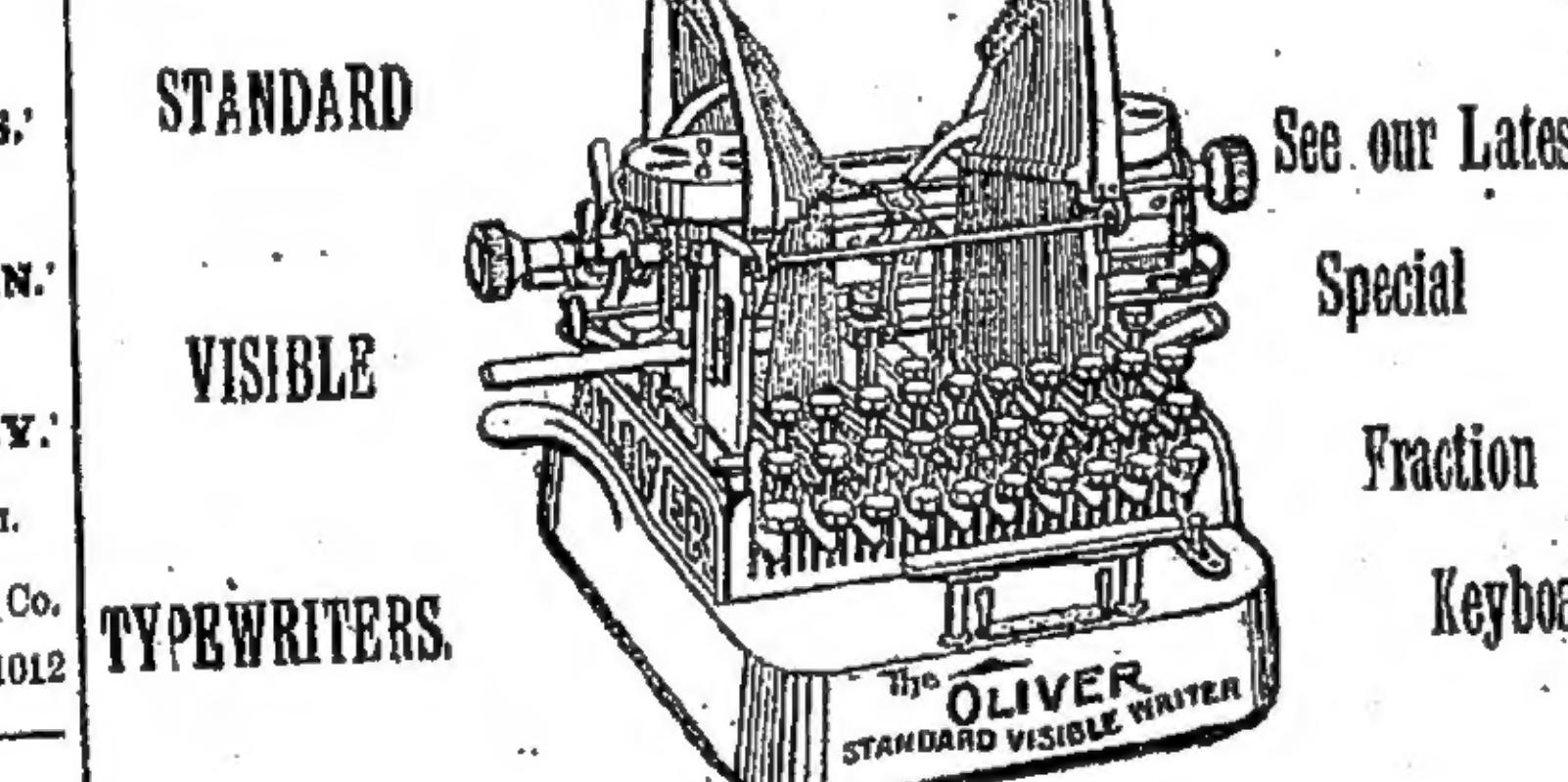
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HAS REMOVED to new premises, 14,

QUEEN'S ROAD CENTRAL.

Hongkong, January 20, 1907.

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Hongkong, April 11, 1907.

1115

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Hongkong, February 18, 1907.

CHINESE ON THE RAND.

What is to be done with Chinese "slaves" who insist on remaining in "servitude"? This is the awkward question raised by a telegram from Lord Selborne, which was read out in the House of Commons on May 6 by Mr Winston Churchill, in an answer to a number of questions put by indignant Radicals with regard to the recent importation of 200 additional Chinese coolies for the Rand. It appears that the coolies were admitted through a mistake of the Chinese Labour staff. Lord Elgin thereupon urged that the additional 200 "slaves" must be repatriated, to which Lord Selborne replied that their repatriation would cost nearly £12,000 compensation, even if the men could be persuaded to return. (Ironical Opposition cheers.) It would mean an absolute waste of public money at a moment when the Transvaal Government was in sore straits for money. Finally, Lord Elgin decided not to press for their repatriation, so that the "slaves" are not to be compelled to forfeit their lucrative posts for starvation in China.

"THE MIKADO."

Several questions with regard to the action of the Lord Chamberlain in withdrawing the license for "The Mikado" were put in the House of Commons on May 6. Mr Trevelyan wished to know what alterations had been made in the play recently to cause the Lord Chamberlain to take a less favourable view of its effect on public taste and morals, and Mr Faber asked if the withdrawal related to performances by amateur societies throughout the United Kingdom.

Mr Gladstone: On the question of fact, I am informed that the order of the Lord Chamberlain applies both to London and the provinces under Section 14 of the Act of 1843 for regulating theatres, and to all public performances of "The Mikado." The order is operative from the date of issue, which was March 25. No compensation is payable under the Act. No alterations have been made in the text. As to the reasons for the prohibition, I can add nothing to the answer given by the Foreign Secretary on Thursday. I am informed by the Lord Chamberlain that it will be a matter for consideration whether, after certain modifications, in the text, the present restriction can be subsequently removed.

Mr Pike Pease asked if it would not be possible in future cases of this kind to give longer notice of withdrawal. The short notice given on this occasion had led to considerable inconvenience and expense, especially in Middlesex.

Mr Gladstone said he would convey the suggestion to the Lord Chamberlain.

Mr G. D. Faber: Is it a fact that the music is also forbidden to be played on ships of war and by regimental bands? (Laughter.) Is the right hon. gentleman aware that the action of the Lord Chamberlain has made this country ridiculous in the eyes of the civilised world? (Hear, hear.)

Mr Gladstone: I strongly protest against the last remark (Laughter). As regards the first question, it has nothing to do with my department.

Capt. Faber: As "H.M.S. Pinavon" was written as a satire on the House of Lords, will that be withdrawn, too? (Laughter, and a member: "Jolathie.")

No answer was given.

Answering a question by Mr Kennedy, Sir H. Campbell-Bannerman said the Home Secretary had been in the habit of answering parliamentary questions on behalf of the Lord Chamberlain, and of seeing that he was furnished with the best legal advice, but it would require legislation to make him personally responsible for the Lord Chamberlain.

Mr Trevelyan asked the Secretary to the Admiralty whether naval bands had been forbidden to play any selections from "The Mikado"; and, if so, would he explain the reason for this prohibition.

Mr Robertson: The license for the play was withdrawn by the Lord Chamberlain, who asked that instructions should be given to all naval and marine bands to exclude from their musical programme any music of "The Mikado" during the visit of Prince Edward.

Lord Turner asked if Mr Robertson could not rather more fully the grounds for this extraordinary decision.

Mr Robertson: I have stated the grounds fully.

Mr G. Faber: Is there any buffoonery in the music?

No answer was given.

Major Anstruther Gray asked whether the Government would reconsider that decision.

Mr Robertson said the Admiralty would not reconsider the matter.

GENERAL AGENCY, I.C.S., Box M. 429, MANILA.

Intimations.

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Title Deeds can be seen at the Office of the
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GOLDRING & BARLOW,
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Hongkong, May 23, 1907. 916

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PUBLIC AUCTION.

THE Undersigned has received instruc-
tions from N. H. RUTHERFORD, Esq.,
to sell by Public Auction,
on

MONDAY,
the 17th June, 1907, commencing at
2.30 P.M., at his Residence, "CHATER'S
BUNGALOW," (North) Robinson
Road, Kawloon,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE
(Particulars from Catalogue),
TERMS:—A Customary.
On View from Saturday, the 16th June,
1907.

GEO. P. LAMMERT,
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SCHEME.

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LOT-HOLDERS BY SIR PAUL
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Intimations.

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SUAUKI WAN ROAD.

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either by Tram or Ricksha.

BEST OF WINES, BOWLING,
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A CONMISSES MATEDZI FOR THE USE OF
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SATURDAY, JUNE 15, 1907.

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Hongkong, March 19, 1907. 39

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Hongkong, March 1, 1907. 381

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Hongkong, June 1, 1907. 19

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Apply, by letter, R. HEMMINGS,
c/o HONGKONG HOTEL.
Hongkong, April 2, 1907. 618

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club's PREMISES on WEDNESDAY, the 19th JUNE, at 5.15 p.m., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1906.

FRANK LAMMERT,
Hon. Secretary.
Hongkong, June 13, 1907. 1016

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. and 9.00 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.30 p.m. Every 15 minutes.

12.30 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SUNDAYS.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers. 1981

TO LET.

From 1st JULY.

LARGE and Spacious GODOWNS Nos. 9, 9a, 9b, 9c and 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, June 1, 1907. 744

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Reported from the "CHINA MAIL" To be had in pamphlet form at this Office, B. Queen's Road Central.

A. S. WATSON & CO., LTD.

Hongkong, April 23, 1907. 780

TO LET.

Sir ROBERT HART'S MEMORANDUM.

A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China.

Reported from the "CHINA MAIL" To be had in pamphlet form at this Office, B. Queen's Road Central.

A. S. WATSON & CO., LTD.

Hongkong, April 23, 1907. 780

A NEW MONO RAILWAY.

Lieutenant Brennan's Invention.

LONDON, May 21. After leading Indian engineers had reported favourably on Lieutenant Brennan's new type of mono railway the India Council voted him £5,000 to continue his experiments. The Indian Government is willing to construct 200 miles of it on the mono-rail system directly Lieutenant Brennan is ready.

The War Office has already voted £2,000, besides giving Lieutenant Brennan all stores required for his gyroscopic experiments. The system has been patched throughout the world.

JAPANESE BANK DIFFICULTIES.

Three More Suspensions.

The Kamakazi Bank, of Kamakazi, Chita-gori, near Nagoya, has suspended payment for a fortnight from the 1st inst. The paid-up capital of the bank is yen 800,000.

The Koronogawa Savings Bank, of the same town, which is closely related with the above bank, has also closed its doors. Its paid-up capital is yen 100,000.

The Kuniyama Bank, at Kaneyi, Kaitogori, has also suspended business for a fortnight from June 1. The capital of this concern is yen 80,000 paid-up, and it had close relations with the two banks mentioned above.

At the end of May there was a run on the Hekkai Bank, in Hekkai gori, but it has succeeded in meeting all calls, thanks to the opportune assistance rendered by the Aichi Bank, of Nagoya.

These unfortunate incidents may be partly attributed to the failure of the Oguri Bank, but the main cause is said to be the losses incurred by the managements in share speculation. The Kamakazi Bank is connected with many of the Osaka banks, but luckily all its firms or liabilities are guaranteed by security, and none of the Osaka institutions are expected to suffer in consequence of the failure.

The following is a list of the banks which have lately closed their doors, in addition to those reported above, at Tokyo, the Asahi, the Toto, Yatani and Fukurokuju, and the branch of the Oguri Bank, the Midori Bank in Yamashita Ken; the 13th Bank in Suidokai Ken; the Tottori Bank in Tottori Ken; the Oguri Bank, of Nagoya, the Kioritei Bank and Kioritomo Savings Bank of Nakatsu, Kiushu; and the Oguri Branch Bank at Kokura.

The Japanese papers point out that the banks have apparently forgotten the latter results which followed their speculation in shares after the China-Japan war, and strongly urge them to refrain from all speculative transactions.

It is reported from Kokura that the members of the Commercial Association and leading business-men of that City have decided to ask the 13th Bank to assist the Kokoro branch of the Oguri Bank to resume business. The Mayor is earnestly supporting the proposal.

is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma.

effect like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery.

effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms.

is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Tuckus, Meningitis, &c.

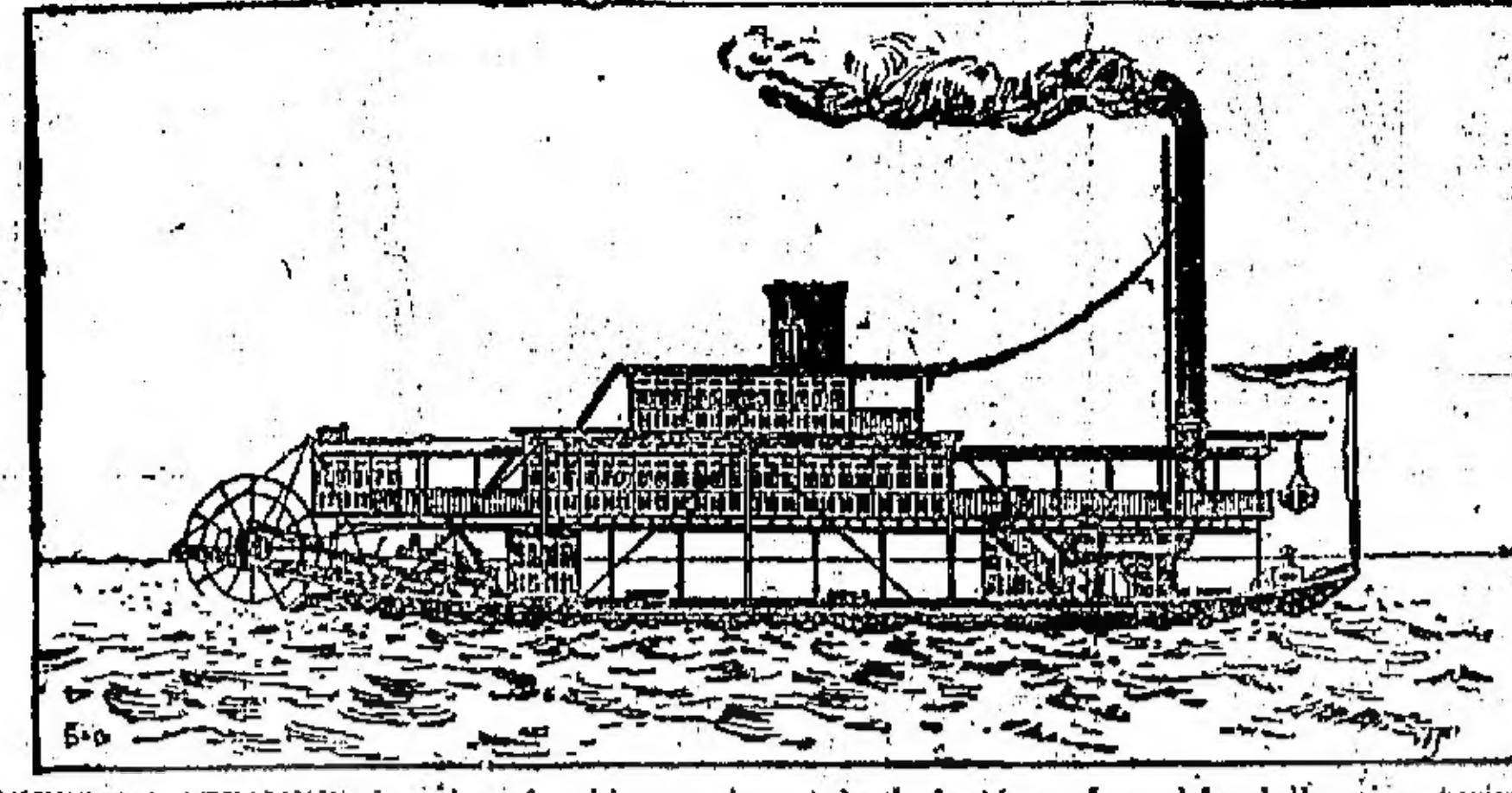
Always ask for "Dr. J. COLLIS BROWNE'S CHLORODYNE," and beware of spurious compounds or imitations. The genuine bears the words "Dr. J. COLLIS BROWNE'S CHLORODYNE on the stamp of each bottle."

Sold in Bottles—Prices in England, 1/1, 2/9, and 4/6 each.

(Overwhelming Medical Testimony accompanies each bottle.)

sole Manufacturers—J. T. DAVENPORT, Limited, LO DON.

YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

The construction of shallow river vessels propelled on various systems has been made the specialty of Messrs.

YARROW & CO., LTD., Shipbuilders, POPULAR, LONDON.

CELEBRATED
OIL

FIRST SHIPMENT
JUST LANDED.
CAMBUS
SCOTCH GRAIN
WHISKY.



'NOT A HEADACHE IN A GALLON'

TRY IT.

Per Case 1 Doz. Btls. \$14.00

Samples on Application.

SOLE AGENTS:

H. PRICE & CO.,
Wine and Spirit Merchants.
14, QUEEN'S ROAD CENTRAL
TELEPHONE No. 1.

POWELL'S

ALEXANDRA.

BUILDINGS,

DAINTY

MILLINERY

Modes

du

Moment.

Wm. POWELL, Ltd.

HONGKONG.

AGENTS:

PARIS AND EUROPE: MATHER,
FATHE & CO., 18 Rue de la Grange
Bâtie, Paris. The Rev. Dr. HARRIS,
D.C.L., 12 Rue Vézéne, Paris.

SINGAPORE STRAITS, &c.: KELLY &
WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS: A. S. WATSON & CO., Manila.

CHINA: OMBRAS, PATEL & CO., Amoy,
The AMY STORE, Fochou, BRUGGERS
& CO., Shanghai; KELLY & WALSH,
Ltd., Yokohama; KELLY & WALSH,
Ltd., London.

THE CHINA MAIL, LTD.,
8, Queen's Road Central.

S. MOUTRIE & Co.,
LIMITED.

PIANOS

NEW MODELS, FULL IRON
FRAME UNDERDAMPER
ACTION.
SILVER PLAITED STRINGS
FULL COMPASS—SEVEN OCTAVES.

PRICE \$340.

UNSURPASSED FOR RICHNESS
OF TONE AND LIGHTNESS
OF TOUCH.

A WRITTEN GUARANTEE FOR
A TEST PERIOD OF TWO
YEARS GIVEN.

NEW PIANOS ON HIRE
from \$10 per month.

Regular Tuning and Attention
Inclusive.

S. MOUTRIE & Co., Ltd.,
YORK BUILDINGS, CHESTER ROAD.
Hongkong, April 18, 1907.



A. S. WATSON
& Co., Ltd.

AERATED

WATER

MANUFACTURERS.

ESTABLISHED A.D. 1841.

OUR AERATED WATERS hold
the premier position for excellence
in the Far East. Made with the
greatest care and with the finest materials
procured; they supply a pleasing variety
for all palates.

OUR SODA WATER is the most
wholesome daily beverage that can be
taken. It is a neutralizer of the lactic acid
in the blood; an antidote to acid dyspepsia
and a promoter of digestion.

OUR LEMONADE, ORANGE
CHAMPAGNE, RASPBERRYADE,
LEMON SQUASH, etc., possess the
true flavour of the finest Fresh Fruits and
are perfectly pure and wholesome.

We would draw special attention to OUR
LIME FRUIT CHAMPAGNE, which
has the pleasant characteristics of the finest
Lime Fruit with mild acidity, and it will be
found a most refreshing beverage, particu-
larly suitable for the hot weather.

OUR DRY GINGER ALE is a
beverage of delightful flavour and aroma.
Its agreeable aromatic properties make it
especially suitable for this climate.

OUR SARSAPARILLA is not only
a delicious drink but a blood purifier as
well.

OUR STONE GINGER BEER,
since its introduction, has been steadily
growing in popular favour. Prepared
scientifically from finest Jamaica Ginger,
it is a most wholesome drink for all
seasons.

We confidently state that no Aerated
Water Factory in the World is more
replete with up-to-date appliances, thus
assuring the highest degree of purity and
freedom from any form of contamination.

A. S. WATSON & CO.,
LIMITED.

Hongkong, China & Manila.
Hongkong, June 11, 1907.

BIRTH.
MESSER.—June 14th, at the Victoria
Hospital, Hongkong, the wife of C. McL.
MESSER, of a Son.

MEMOIRS FOR MONDAY.

Auction.
2.30 p.m.—Auction of Household Furni-
ture, at 'Chester's Bungalow,' Robin-
son Road, Kowloon.

Miscellaneous.
Goods per Sydney unclaimed after this
date at Noon will be subject to rent
and landing charges.
Goods per Steamer undelivered after this
date subject to rent.

General Memoranda.

TUESDAY, June 18.—

2.30 p.m.—Auction of Household Furni-
ture, at 'Bungalow,' Corner of Observatory
and Kimberley Roads, Kowloon.

WEDNESDAY, June 19.—
5.15 p.m.—Meeting of Victoria Recre-
ation Club, in Club Premises.
Goods per Delta not cleared at 4 p.m.
on this date subject to rent.

THURSDAY, June 20.—
Goods per China undelivered after noon
this date subject to rent.

SATURDAY, June 22.—
2.30 p.m.—Auction of Household Furni-
ture, &c., at Derrington, Peak Road.

MONDAY, June 24.—
9 p.m.—Performance at City Hall

TUESDAY, June 25.—
Transfer Books of Yangtze Insurance
Association, Ltd., Close from this date
to 28th June, inclusive.

The China Mail.

HONGKONG, SATURDAY, JUNE 15, 1907.

FRANCE.

INDICATIONS in France point to the
possibility of startling developments in
that country at any time. The difficulty
between the Government and the Church
has been patched up but there is still an
amount of bitterness ranking in the
minds of the Clericals. Labour is also
in a very discontented mood. Strikes
have been following closely the one upon
the other and in several instances the
situation has only been saved by the em-
ployment of soldiers in place of the
strikers. As long as the Army remains
loyal the Government is safe. Directly,
however, the Army becomes con-
taminated with the prevailing feeling of
unrest the Government and even the
Republic is in danger. Reuter told us
yesterday that the infantry at Mont-
pellier lapsed in order to suppress the
disorders caused by the wine growers,
and that mutiny reigned in the barracks.
Whether this mutinous spirit is con-
fined to the military stationed at Mont-
pellier or not it is impossible in the
absence of full information to decide.
It may be that the troops at Montpellier
are drawn from the people resident in
the wine growing districts in which case
it can easily be understood that they
would be so thoroughly in sympathy
with the wine growers that they would
forget discipline. On the other hand it is
well known that the Labour and Anti-
Militarist parties—which are practically
identical—are straining every nerve to
capture the Army and Navy. They are
frankly unpatriotic, they deride love of
country and endeavour to set up in its
stead love of class. They belong to that
school of Socialism which expects to
bring about the millennium by creating a
Brotherhood of Man of all races—which
will exclude all men who by industry
and thrift have managed to scrape
together more or less capital. It is indeed
strange that a creed should find
any acceptance in France, the country of
small capitalists. On a per capita basis
the French people are wealthier than
any other race in Europe, that is to say
wealth is more evenly distributed.
Notwithstanding this the Anti-Militarist
party has gained ground and it
has been freely hinted that sever-
al of the recent disasters to war
vessels have been the work of
sympathisers with the movement.

For some time the shareholders in the
Canton-Hankow Railway have been forming
a Corporation among themselves
which is called "The Correctly Modelled
Company." It is difficult for an out-
sider to understand exactly what the
aim of this corporation may be unless
it is formed in self-defence. At any
rate, it is said that the railway Companies
from other Provinces of China are
sending delegates to Canton to examine
into this new association in order to
understand its operations and its
purposes. Delegates have been sent
from Hunan, from Anhui and from
Kiangsu. The latter have already
arrived at Canton, and after visiting the
offices of the new Corporation paid a
visit to the Viceroy's yamen. It seems
strange to foreigners, who are accustomed
to decide what they will do, and then
set about the doing of it in the way that
is likely to bring the undertaking to com-
pletion effectively in the shortest period
of time, to read so much about Companies
and Corporations and Associations, and
with it all to see so little effected. There
must surely be something very wrong
in the organization which needs to be
tinkered so much, and in so many ways,
even before it has done any work. It
appears as if there is the maximum
amount of talk and organization and the
minimum amount of result reached.

OUR SODA WATER is the most
wholesome daily beverage that can be
taken. It is a neutralizer of the lactic acid
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A. S. WATSON & CO.,
LIMITED.

Hongkong, China & Manila.

Hongkong, June 11, 1907.

For many years the two
Royalist parties have kept quiet but
they watch closely the trend of events
in France where they have many
supporters. If either of the Pretenders,
Prince Victor Napoleon or the Duke
of Orleans, had the magnetic
personality necessary to sway large
bodies of men we might look with
confidence towards a coup d'état.
Conditions were much less favourable
when Napoleon III won his imperial
crown. There has been no hint, of
course, that the Royalists are contem-
plating any move but naturally any
preparations would be carried out
with the greatest secrecy. Nothing
of the sort may occur but those who
know the French temperament would
scarcely be surprised to see mon-
archical institutions re-established in
France in the near future.

For the war medals at present being
distributed by the Japanese Government
to certain of those who were connected
with the recent war between Japan and
Russia two have come to Hongkong, the
recipients being Captain Arthur
Hart-Sydney, who was a military attaché
with the 2nd Army, and Mr. Lionel
Pratt, who acted as War Correspondent
for the "Sydney Morning Herald" and
other Australian papers.

Captain Hart-Sydney is at present
stationed here, whilst Mr. Pratt is the
editor and part-proprietor of "Who's Who
in the Far East," and is attached to
the editorial staff of the CHINA MAIL.

Mr. Pratt went to the front with the
2nd Army, commanded by General
Oku, and witnessed the fortunes of the
army and the horrors of martial conflict during
many months, including a strenuous
Manchurian winter. His first experience of
the death shock of war was at the battle of
Anshantien, and thereafter he witnessed
the terrors of unbridled bloodlust at the
battle of Shou-Shan-pu, Liangyang and
Shah-ho.

To the literature on the campaign Mr.
Pratt has contributed many brilliant articles
to the papers he represented, and readers of the CHINA MAIL will remember
numerous graphic snapshots of war appear-
ing from time to time in these columns
from his vivid pen.

These medals are made of gun-metal, gilded,
and have been cast from cannon captured
from the Russians, the ribbon being
green with a blue stripe and white borders.

Accompanying the medals are diplomas.
The one received by Mr. Pratt is dated
April of the 30th year of Meiji, and is signed
by the President of the Bureau of
Decorations. It sets out that His Majesty
the Emperor of Japan had, under a regulation
providing for the granting of medals to
those who accompanied the Japanese armies
during the war of the 37th and 38th
year of Meiji, been pleased to grant the
medal to Mr. F. L. Pratt. The diploma is
in Japanese.

The man in the street was struck
to-day by the large number of Japanese
promenading the city. He was also
figuratively struck by the water bottle
each cadet carried. One man, who
was gazing at a group of be-bottled
cadets, was heard to murmur "all is
not gold that glitters."

The Robert Morrison Memorial
Committee of Canton has unexpectedly
received the offer of an oil painting of
the pioneer missionary for the proposed
Memorial Hall. The secretary of the
movement has received a letter from
Mr. Wm. Stewart Young, of Gilman
and Co., London, offering to present the
painting to the Chinese Government in
consideration of the services rendered by
the Emperor of Japan.

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was

THE NEW NAVAL DOCK.

Baptised To-day.

What might legitimately be described as the baptism of the new dock which has for the past few years been in course of construction by Messrs Pritchard, Lowther and Co. for the Admiralty, took place without any particular ceremony to-day. The water was simply admitted.

The inauguration of this important engineering undertaking created considerable heat-burning in the Colony but petitions and public meetings were alike ineffectual in persuading the inexorable Admiralty to have the dock built in some other part of the Colony, and remote from the residential quarter. As all residents know and as most visitors can see the dock, and its contingent workshops impinge on the European business quarter of the city, and within a few weeks observers will witness the tall stack which many declare is destined to belch smoke to the annoyance of the man in the street, the man in the office and the man in the home fearing its head shadys. We hope that pregnancies of annoyance from this source will be unfounded and that neither smoke nor noise will offend the susceptibilities of those whose lot is cast in the Colony and in proximity to the Dock Yard.

Leaving apart for the moment what might be admitted as the personal equation there is something to be paid off in the practical completion of a work that links up the Empire and forwards another step the industrial progress of the Colony.

In our midst a massive granite dock has been built under considerable difficulties—difficulties that were unexpected and which, when they obtained themselves, were calculated by the engineers in the Colony to be insurmountable. The foundation proved so bad that prophecies were actually made that the bottom of the Dock would never be constructed and we all remember the "bottomless pit" argument of one of our popular public men. Hundreds of piles were driven and then a foundation of many feet of solid concrete, capped by granite, was laid, and to-day the Dock stands ready for service. Not only were there many initial trials, but during the course of the work exasperating occurrences tended to discourage the engineers and shatter their optimism, but perseverance overcame the ravages caused by the typhoon and the difficulties constantly created by the unstable earth, and the result is a magnificent granite dock, substantially built and durable. Therein is the triumph of the engineers! And to-day the water was admitted by a series of sluices for the first time. Therein is the answer to the sceptics.

The permanent pumping machinery remains to be installed, and the engineer who still bars the entrance has to be removed, but otherwise the dock is complete in every respect and constitutes one of the finest engineering achievements in the Far-East, equal in respect of workmanship and design to any dock that has been built either at home or abroad.

We understand the dock is capable of accommodating the largest battleship built, and will admit her at the lowest state of the tide, and from the CHINA MAIL of Nov. 14, 1903, we gather the following particulars:

The dock is 550 feet long at the bottom, 95 feet at the entrance, 70 feet wide on the floor, and 120 feet at the top, with a depth of water on sill below very low springs of 20 feet. The dock is constructed of cement concrete faced with granite, and the floor consists of 14 feet of combined concrete and masonry, while the side walls are 35 feet thick at the bottom, gradually diminishing to 10 feet at low water level. Stated comprehensively the works embraced the reclamation of the foreshore from Murray Road to Arsenal Street, the construction of the dock and a large tidal basin, the training along new lines of the Albany and Victoria mittals, the reconstruction of Murray pier and the dredging of the foreshore approaches. The centre of the dock is about 360 feet from the western boundary of Murray Road and the distance from the centre of the dock to the western wall on the tidal basin is 308 feet. The space between the enclosing wall and the dock is occupied by buildings while the Chief Constructor's department will occupy a site lying between the tidal basin and the dock. The tidal basin is already completed and has a water surface of 0.1 acres with a uniform depth at low water of 32 feet and will accommodate at one time a battleship and several other large vessels, including reef or repairs. The wall of the tidal basin is substantially built of concrete and dressed granite. From a minimum depth of 40 feet to low water level the walls consist of concrete blocks of from five to seven tons weight while the superstructure is made up of mass concrete faced with granite. The entrance to the basin is 167 feet wide. The work of construction did not commence until the end of May, 1900, and considerable delay was experienced at the outset by the loss of the contractor's dredger Conqueror, which was sunk off the Praya in the typhoon of November, 1900. The total estimated cost of the Naval Yard Extension Works was over £1,200,000. In order to proceed with the construction of the dock the contractors had to enclose 5½ acres of foreshore by means of a cofferdam in the preparation of which no less than 117,000 cubic feet of timber was used. A large portion of the site was under 25 feet of water at low tide. The soil in which the site was projected is decomposed granite which was reached after penetrating from four to six feet of coral formation.

The extension works involved the removal of the Victoria Recreation Club and the masonry pier known as Murray Pier which was absorbed into the naval area. From the time the V.R.C. was shifted the club

removed to Kowloon and remained there until last month when they took up the site prepared for them on the western side of the dock. The concrete blocks used in the construction works were made at Matukok, where over 2,000 blocks were turned out monthly. The plant at Matukok consisted of three locomotives, six large crane cars, etc. Stone for the masonry work was obtained from the same site and from other quarries about the harbour. Over 280,000 feet of dressed stone was used in the dock and over 60,000 cubic feet was required for the sea walls. The piling in the foundation of the dock was Borneo hardwood over fifty feet long and six feet in girth. A large plant of modern design had of course to be installed on the site of the works.

Although the construction work is almost completed, it will be some time before the permanent pumping machinery, and the plant necessary to undertake the repair of ships is installed but before another year elapses the Colony should bear the burthen of another industry in its midst. And upon the completion of the works and buildings Messrs Pritchard, Lowther and Co. are to be congratulated as well as their able engineer-in-charge, Mr A. J. Williams, A.M.I.C.E., his competent assistant Mr R. H. King, A.M.I.C.E., and the excellent staff upon whom the brunt of the work has fallen. The Admiralty is to be congratulated upon possessing a dock of such strength and magnitude in the East.

THE PAKHOI TROUBLE.

Chau-fu's Message to Peking

(From Our Correspondent.)

CANTON, June 14.

The full text of the telegram that Chau-fu sent to Peking has now been published. The telegram deals with the outbreak in the South-west of the Province in the hinterland behind Pakhoi. It appears that the outbreak was the result of extra taxation as before stated. What, I think, has not appeared before is now stated clearly. The purpose of this extra taxation is the necessity of having more money in order to carry on the new education. The extra tax, according to the Viceroy, was to support the colleges in that district. Hence when he sent orders to at once withdraw the tax, he sent, at the same time, orders that, for the present, nothing would be done to support the schools in question. It appears that the leader of the trouble is named Lau Sz-yue. The Viceroy affirms that he won great kudos among the people by his opposing this tax. He is still apparently alive and uncaught.

At first, the Viceroy says, he wished to send two of the gentry to call the people to their senses, but the two old men chosen both declined the honour. The first said that he was ill, and the second that he was too old. At any rate this was the excuse sent on to Peking why something of the kind was not attempted. It was the wish of the Viceroy to prevent bloodshed, and he hoped that if something of the kind could be done, the people, after all, would disperse and that there would be an end of the trouble. Seeing that this could not be done, he was compelled to send on sufficient troops to suppress the rising. According to the telegram, acted with great promptness. He not only sent soldiers on their horses, but he also wired to Kwangtung, to the Governor there, to be on the look out on the borders, so that none of the rioters might cross over and stir up trouble in the Province. After these arrangements had been made, there was no other issue but to go forward and to call the rioters to a reckoning.

This course was what he advised Peking, and he uses the strongest phrase by which to suggest the kind of punishment that should be meted out to those who had ventured to stir up the people and to cause such disturbance in the villages round about.

Trade is at its lowest ebb just now and everything here is at a standstill. Just what the reason is no one will say if anyone knows, but a general belief exists in commercial circles that one of the reasons is Japanese influence. Not only is the door of Manchuria slammed to spite of the tardy opening of Dairen as per the agreement signed on May 30, but Japanese advisers are whispering in the Viceroy's ear here that the Chinese are fools to expend such large amounts every year as they do on foreign pieces goods when they might be making all the cloth they need by simply buying spindles from Japan and raw material from Korea and employing Japanese weaving instructors. It sounds simple and reasonable and the official approval has been given to the idea; but the merchant if he is buying will buy what suits him best and patriotic zeal will not make him patronise home manufacturers if they will not profit him as well as the imported article. Coming just at a time, however, when the merchants do not want to buy, some colour is lent to the theory that this influence is beginning to make itself felt. One plan is that there is no money and that the Chinese are still overstocked from their previous large investments. The real fact is that they are unsettled. No one care to do business and make forward contracts because there is too much gossip in the air and in the tea shops; and too much movement in Peking. Cantonese prestige has been hanging in the balance the last few months and the struggle is still going on, and this undoubtedly has its effect in the city. It is felt too in foreign circles where it is difficult to get any service worth having, and prices are ruling higher and higher for everything done.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:

On the 15th at 11.55 a.m.—The barometer has risen considerably over Japan, and a moderate to slight rise of the mercury has taken place over the E. coast of China and the Philippines.

The depression lying off the E. coast of Japan was brief and very pointed.

First, he was ordered to discontinue the imports for the present, and then he was ordered to put all his strength into the matter and at once, at all costs, and by the shortest means, to wipe out those who had risen in revolt. Indeed the wire received in reply from Peking was but a sanction in as many words of what already the Viceroy had been doing.

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THE CHINA MAIL.

SATURDAY, JUNE 15, 1907.

Shipping.

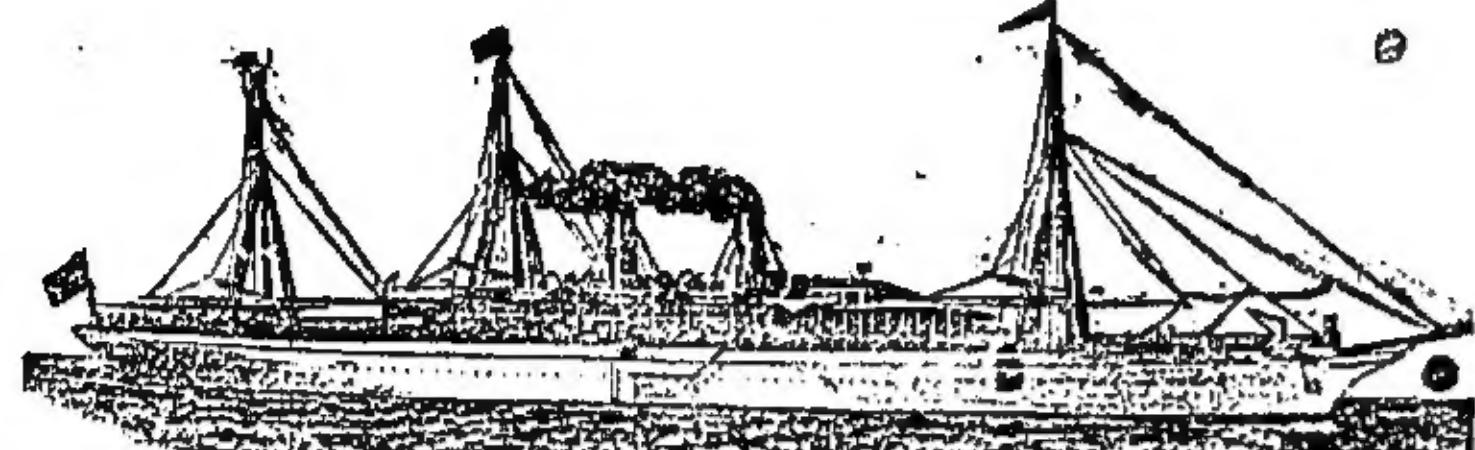
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undemitted PORTS on or about the DATES named:-

STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP...{ NUBIA	About 26th	Freight and Capt. F. J. Fox.....
	Juno.	Passage.
SHANGHAI, NAGASAKI, MOJI, KORE AND YOKOHAMA...{ NYANZA	About 20th	Freight and Capt. H. S. Headshaw.....
	Juno.	Passage.
SHANGHAI.....{ CHINA	About 27th	Freight and Capt. E. Street.....
	Juno.	Passage.
LONDON, via URGENT PORTS { DEVANHA	Noon, 29th	Ses Special Capt. T. H. Hide, R.N.R.
	Juno.	Advertisement.

E. A. BEWETT, Superintendent.
P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across the PACIFIC, SAVING 5 to 10 DAYS OCEAN TRAVEL.
11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.
(Subject to Alteration.)
R.M.S.
TARTAR.....
EMPEROR OF CHINA.....
ATHENIAN.....
EMPEROR OF INDIA.....
MONTEAGLE.....
EMPEROR OF JAPAN.....
EMPEROR OF CHINA.....
TARTAR, ATHENIAN and EMPIRE OF INDIA will depart from Hongkong at 4 p.m.
Intermediate Steamers at 12 Noon.

THE JOCKEY route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KORE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Empress, and at Quebec, with the Company's new palatial 'EMPEROR' Steamships, 14,500 tons register. The through transit to Liverpool being 22½ days from Yokohama, and 29 1/2 days from Hongkong.
Hongkong to London, 1st Class.....via St Lawrence £30, via New York £28.
Intermediate on Steamers] £40. " £42.
" " and 1st Class Railways, " " £42.
R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate stages, affording superior accommodation for that Class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADOCK,
General Traffic Agent for China.
CORNER FIFTH STREET and PIAVA, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
DESTINATIONS. STEAMERS. SAILING DATES.

MARSEILLES, LONDON AND ANTWERP, Vis HIRACHI MARU, Tons 6750 { WEDNESDAY, 26th
SINGAPORE, PENANG, COLOMBO AND PORT KANAGAWA MARU, Capt. N. Ohno, Tons 6169 { WEDNESDAY, 10th
SAID.....

VICTORIA, B.C., SEATTLE, WASH., VIA SHANGHAI, MOJI, KORE AND YOKOHAMA, SYDNEY AND MELBOURNE, DAY ISLAND, TOWNS, VILLE AND BRISBANE, GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND BOMBAY, VIA SINGAPORE AND COLOMBO, KORE AND YOKOHAMA, NAGASAKI, KORE AND YOKOHAMA, * CARGO ONLY. * CALLING AT KELUNG.

Through Passenger Tickets issued to the Principal Cities in the United States and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information to Freight Agents, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA -

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain G. F. AUSTIN, On WEDNESDAY, 1st JULY, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlanta Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

EXTRA PASSENGER ACCOMMODATIONS—Saloon and Staterooms (all outside rooms). Music room Library, Smoking room, Nursery, Laundry, Telephones, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of consecutive cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

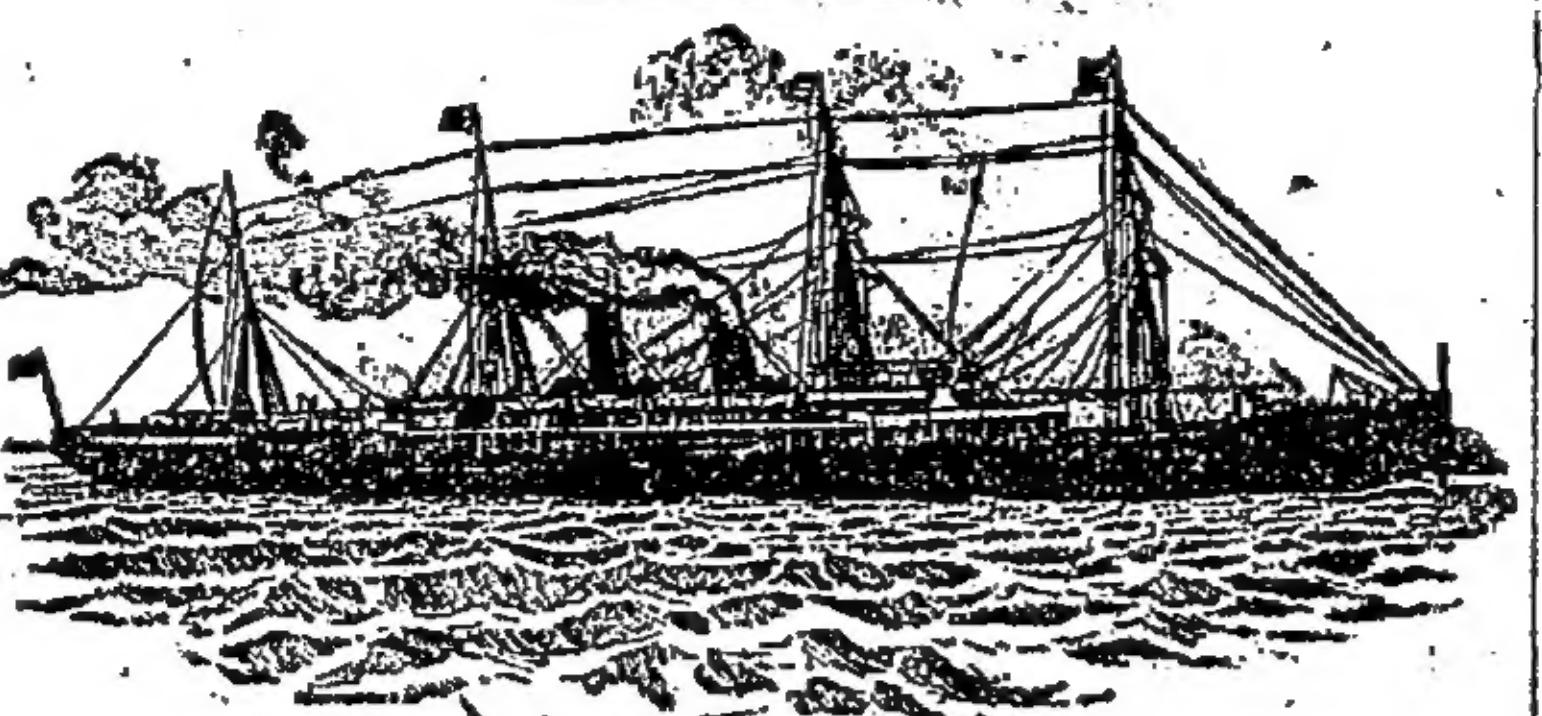
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PACIFICO MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the west SOUTHERN ROUTE across the PACIFIC, via HOKOZU, on OARU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES, 1907.

SIBERIA.....	18,000 Tons.....	TUESDAY, 18th June, at Noon.
CHINA.....	10,200.....	TUESDAY, 25th June, at Noon.
MONGOLIA.....	27,000.....	TUESDAY, 2nd July, at Noon.
TONKIN MARU.....	11,000.....	TUESDAY, 9th July, at Noon.
BORNEO.....	9,500.....	TUESDAY, 20th July, at Noon.
COPPER.....	4,000.....	TUESDAY, 27th July, at Noon.
HOKOZU MARU.....	11,000.....	TUESDAY, 3rd Aug., at Noon.
KOREA.....	18,000.....	FRIDAY, 10th Aug., at Noon.
AMERICA MARU.....	11,000.....	SATURDAY, 11th Aug., at Noon.

* Twin Screw. RECORD FAST TRIPS. Yokohama to San Francisco, 18,000 tons, September 19-27th 1905; 10 days, 11 hours and 5 minutes. San Francisco to Honolulu, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours. San Francisco to Yokohama, 18,000 tons, en route, August 16th-31st, 1905, 13 days, 13 hours. Yokohama to San Francisco, 18,000 tons, Oct. 13th to 23rd, 1905, 10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KORE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th June, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings.

S. SILVERSTONE, Agent.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONG KONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON (Brindisi London 2 days earlier)	Due at MARSEILLES (Brindisi London 1 day later)	Due at PLYMOUTH London
TONS	TONS	Saturday, 1907	Saturday, 1907	Saturday, 1907
DEVANHA - 8000	June 29	through steamer	July 27	Aug. 3
CHINA - 8000	July 13	MOULMAN - 9000	Aug. 10	Aug. 17
DELTA - 8000	July 27	MACEDONIA - 10500	Aug. 26	Sept. 1
DELHI - 8000	Aug. 10	HIMALAYA - 7000	Sept. 8	Sept. 15
INDIA - 8000	Aug. 24	MOLDAVIA - 9500	Sept. 22	Sept. 29
MADRAS - 10500	Sept. 7	INDIA - 8000	Oct. 6	Oct. 13
MAITRA - 8000	Sept. 21	MONGOLIA - 9500	Oct. 20	Oct. 27
DELTA - 8000	Oct. 5	VICTORIA - 7000	Nov. 2	Nov. 9

Passenger charge steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONG KONG	Due at LONDON
TONNAGE	about	about
NUBIA	8000	June 20
SEYLA	7000	July 17
NYANZA	7000	July 31
BUNGA	6000	Aug. 14
SUNDA	4000	Aug. 28
SETJON	4000	Sept. 11
NAMUR	7000	Oct. 9
BOEneo	4500	Oct. 29

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,
Superintendent.

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OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSAPROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.LEAVING
TAMSUI, Via SWATOW
AND AMOY. SUNDAY, 16th
June, at 10 a.m.
SHANGHAI, Via SWATOW, THURSDAY, 20th
AMOY AND FOOHOW, June, at 9 a.m.
TAMSUI, Via SWATOW, SUNDAY, 23rd
AND AMOY. June, at 10 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Apparatus. Unveiled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

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NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Foule	Orientals	To Sail
SHAWMUT	9600	E. V. Roberts, T. W. Garlick	About Aug. 7
TREMONT	9600		About Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

* The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodations for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply toDoddwell & Co. Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STANDING RESERVE \$10,000,000
SILVER RESERVE \$10,000,000
REVENUE LIABILITY OF PROPRIETORS \$10,000,000

COL. OF DIRECTORS: G. H. McELHANEY, Esq., Chairman; Mr. HENRY KERSEY, Deputy Chairman; Mr. H. A. W. SLADE, Esq.; Mr. O. R. LEMMANN, Esq.; Mr. H. E. TOMKINS, Esq.

CHIEF MANAGER: J. R. M. SMITH, LONDON BRANCH: 61 OLD BROAD STREET, E.C.; MANAGER: GEORGE MURDO.

LONDON BANKERS: PARK'S BANK, COMMERCIAL BANK OF SCOTLAND.

THE BANK GRANTS DRAFTS AND TELEGRAPHIC TRANSFERS, AND PROVIDES EVERY DESCRIPTION OF EASTERN BANKING FACILITIES.

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2% PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS FOR 12 MONTHS 5% PER CENT.

ON 6 MONTHS 4%

ON 3 MONTHS 3%

ON 1 MONTH 2%

ON 15 DAYS 1%

ON 7 DAYS 1%

ON 5 DAYS 1%

ON 3 DAYS 1%

ON 2 DAYS 1%

ON 1 DAY 1%

ON 12 HOURS 1%

ON 6 HOURS 1%

ON 3 HOURS 1%

ON 1 HOUR 1%

ON 15 MINUTES 1%

ON 7 MINUTES 1%

ON 3 MINUTES 1%

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CHICAGO CORRUPTION.

Six officials under the late Mayor Dunne's government in Chicago have been indicted by the grand jury, charged with the manipulation of a large corruption fund which was used during the recent municipal campaign in Chicago for the purpose of assisting Mr. Dunne.

The principal official is the recent Chief of Police Collins, who, it is alleged, funnelled the Chicago police department into a collecting agency for the campaign fund, and besides compelling every patrolman to contribute, extorted money from all the saloons and shady houses and gambling dens in the city. It is stated that ex-Mayor Dunne will be implicated.

Scandals are also reported from other cities, where waves of reform are having temporary effect. At Harrisburg, Pennsylvania, a commission is now investigating the expenditure of over £4,000,000 for the furnishing and decorating of the new State Capitol and it is suspected that criminal proceedings will be instituted against the contractors and several highly-placed officials.

At Pittsburgh, thirty of the city councilmen will be tried for bribery in connection with the passing of a railroad franchise ordinance. It is alleged that the sum of £16,000 was divided between the councilmen who voted for the franchise.

SUNDAY, JUNE 16th, 1907.

CHURCH SERVICES.

St. John's Cathedral.

SUNDAY THIRD AFTER TRINITY
Holy Communion at 9 a.m.
Matins (11 a.m.) (Full Chant).
Responses, &c., Vespere, Kempton,
at the 10th morning; To
Doubt, Stand in B. Flat; Benedic-
tus, Gloria in O; Athene, "To God
on high"; Motetus ho.
Hymnus (11 a.m.).
Kyrie Sicut erat in K. B.; Hymne, 981 and
160.

Evening (5.45 p.m.).
Responses, &c., Psalms of the 16th
evening; Magnificat, Tertia (3rd
evening); Nunc Dimittis, Monk;
Hymns, 991, 941 and 24.

" " Psalms 79, Venatio 1, 5, 6, 7, 8, in
unison; Psalm 80, Venatio 4, 7, 14,
19, in unison; Psalm 81, Venatio 1,
9, 11, 13, 15, 17, 19, in unison.

St Andrews, Kowloon
(Robin Hood near British School).
Services on Sundays:
Holy Communion at noon (1st and 4th
Sundays of month)
" " 8 a.m. (2nd and 5th
Sundays of month).
" " at 7 p.m. (3rd Sundays).

Morning prayer and evensong—11 a.m.
Evening prayer and sermon—6 p.m.

On Wednesdays—
Shortened Evening Service (with address
or reading) at 6 p.m. followed by
Congregational Choir Practice at 6.45
p.m.

Children's Services, monthly, on 3rd Sun-
days at 3 p.m., followed by Holy
Baptism (when necessary) at 4 p.m.
Sunday School on all other Sundays at 3
p.m. except during the summer
months.

Union Church, Kennedy Road.
Preacher: The Rev. W. O. McIntyre.
11 a.m.—Hymn 91, Anthem
" My soul doth magnify," (Tours),
Hymn 269, Hymn 263.

2 p.m.—Hymn 366, Psalm 98, Hymn
382, Hymn 144, Hymn 312.
SCHEME OF MINISTERIAL SUPPLY FOR
UNION CHURCH.

March to September, 1907.

March—Rev. Lewis B. Hillis, Manila,
April & May—Rev. Wal or M. McIntyre,
Dumaguete, Philippines Islands.

June 2, 9, 16, Rev. T. H. Caron, Canton;
23, Mr. J. L. McPherson, M.A.; 30,
Rev. T. H. Caron, Canton.

July—Rev. T. Robinson, Canton.
August—Rev. W. Ellison, Canton;
Sept. 1, 8, 15, Rev. T. H. Caron, Canton;
22, Mr. J. L. McPherson, M.A.; 29,
Rev. T. H. Caron, Canton.

St. Peter's Church, Queen's Road
West.

SUNDAY.

Holy Communion 7.30 a.m.

Morning Prayer 11 a.m.
Vespere, Kempton; To Deom, Lawes;
Hymns, 1, 351, 328, 233; Kyrie
Gloria.

Holy Communion 12.15.

Evening Prayer
Magnificat, Goss; Nunc Dimittis, Hail
Hecumen; Hymns, 32, 416, 307, 347.

Holy Communion 4.45 p.m.

The Church launch "Dayspring" will
call on ships carrying white crews
to bring friends ashore to the services
between 9.15 and 10.45 a.m. and between
5.15 and 6 p.m. (Kowloon Police, Pic-
ture, 10, 30 and 6), returning afterwards;

The "answering pennant" is the Call flag.

All the settings are free and unappropriated.

Visitors welcome Books, &c., provided.

Sunday School 10—10.45 a.m.

Wesleyan Church, Wan Chai.

Divine Service—10 a.m.

" " 6 p.m.

Soldiers' and Sailors' Home,
Arsenal Street.

Men's Bible Class: 2.30 p.m.

Gospel Meeting: 8 p.m.

Peak Church.

Holy Communion: 8 a.m.

Deutsche Kirche.

Gottesdienst: 10 a.m. in Bethel
Kapelle, Caine Road.

Christian Science Services.

Vox Building, Chester Road—Sundays,
11.15 a.m.; Wednesdays, 6.30 p.m.

St Joseph's Church.

Mass, Sermone (English) and Benediction
at 10 a.m.

NOTICES to Consignees.

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNNEES of CARGO per Steamship
CHINA.

The above Steamship having arrived,
Consignees of China hereby request to
send in their Bills of Lading for counter-
signature, and to take immediate delivery
of their goods from stevedores.

Cargo may be discharged and undeliv-
ered by MONDAY, 17th June, 1907, at
noon, and will be landed and stored at Con-
signee's risk and expense. All cargo un-
delivered by THURSDAY, the 20th June,
1907, a noon, will be subject to rent.

Broken, shafted, or damaged goods will
be examined at the above Co.'s Godown at
WEDNESDAY, 18th June, 1907, at 10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE,
Agent.

Hongkong, June 15, 1907.

1023

FOR WOMEN
Especially
Mothers

The Sanative, Antiseptic, Cleans-
ing, Purifying, and Beauti-
fying Properties of

Cuticura
SOAP

Assisted by Cuticura Ointment,
the great Skin Cure, are of price-
less value. For preserving, puri-
fying, and beautifying the skin,
for cleansing the scalp of crusts,
scales, and dandruff, and the
stopping of falling hair, for soft-
ening, whitening, and sooth-
ing, red, rough, and sore hands, for
baby rashes and chafings, in
the form of baths for annoying
irritations, ulcerations, and inflam-
mations of women, and many san-
ative, antiseptic purposes which
readily suggest themselves, as well
as for all the purposes of the toilet,
bath, and nursery. Cuticura Soap
and Cuticura Ointment are of in-
estimable value.

Cold thoughts in the bath. Cuticura Soap, Ointment,
and Cold Cream are had at chemists. London Depot,
F. Newbery & Sons, Ltd., Finsbury & Chancery
Court, Finsbury, E.C. 2. "Hailed Free," a Book for Women.

St Andrews, Kowloon
(Robin Hood near British School).
Services on Sundays:
Holy Communion at noon (1st and 4th
Sundays of month)
" " 8 a.m. (2nd and 5th
Sundays of month).
" " at 7 p.m. (3rd Sundays).

Morning prayer and evensong—11 a.m.
Evening prayer and sermon—6 p.m.

On Wednesdays—
Shortened Evening Service (with address
or reading) at 6 p.m. followed by
Congregational Choir Practice at 6.45
p.m.

Children's Services, monthly, on 3rd Sun-
days at 3 p.m., followed by Holy
Baptism (when necessary) at 4 p.m.
Sunday School on all other Sundays at 3
p.m. except during the summer
months.

Union Church, Kennedy Road.
Preacher: The Rev. W. O. McIntyre.
11 a.m.—Hymn 91, Anthem
" My soul doth magnify," (Tours),
Hymn 269, Hymn 263.

2 p.m.—Hymn 366, Psalm 98, Hymn
382, Hymn 144, Hymn 312.

SCHEME OF MINISTERIAL SUPPLY FOR
UNION CHURCH.

March to September, 1907.

March—Rev. Lewis B. Hillis, Manila,
April & May—Rev. Wal or M. McIntyre,
Dumaguete, Philippines Islands.

June 2, 9, 16, Rev. T. H. Caron, Canton;
23, Mr. J. L. McPherson, M.A.; 30,
Rev. T. H. Caron, Canton.

July—Rev. T. Robinson, Canton.
August—Rev. W. Ellison, Canton;
Sept. 1, 8, 15, Rev. T. H. Caron, Canton;
22, Mr. J. L. McPherson, M.A.; 29,
Rev. T. H. Caron, Canton.

St. Peter's Church, Queen's Road
West.

SUNDAY.

Holy Communion 7.30 a.m.

Morning Prayer 11 a.m.
Vespere, Kempton; To Deom, Lawes;
Hymns, 1, 351, 328, 233; Kyrie
Gloria.

Holy Communion 12.15.

Evening Prayer
Magnificat, Goss; Nunc Dimittis, Hail
Hecumen; Hymns, 32, 416, 307, 347.

Holy Communion 4.45 p.m.

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S. SILVERSTONE,
Agent.

Hongkong, June 15, 1907.

1023

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Shipping midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Building.
2. From Gas Works to Jardine's Wharf.	8. From Blue Building to East Point.
3. From Jardine's Wharf to the Harbour's Office.	9. From Kelle's Island to North Point.
4. From Harbour Master's to the Market.	10. Kowloon Wharves.
5. From The Market to Pedder's Wharf.	11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour's Office.

4. From Harbour Master's to the Market.